SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 36/03

Page 153—Lines 19 to 23/R; read:

It can accommodate a vessel with a maximum length of 160m and a maximum draft of 9.1m. Near the middle of the concrete pier, a smaller L-shaped pier is attached to the S side. An ore berth situated on the N side of the pier can accommodate a vessel 220m long and has depths from 11.2 to 15.2m alongside.

(BA NP 5) 37/03

PUB 140 2 Ed 2001 LAST NM 34/03

Page 219—Lines 6 to 9/R; read:

Wind Turbines

The United Kingdom is in the process of developing offshore wind farms for the generation of electricity. It appears (2003) that these developments will be clustered in the following regions:

1. The Thames Estuary.
2. The greater Wash area on the E coast of England.
3. Northwest coast of England.

Wind farms may consist of 60 or more turbine generators spaced 200m or more apart. Cables connect the individual turbines to a separate offshore substation platform, which is connected by a cable to an onshore substation. The turbines are mounted on a tower on a platform connected to a foundation. The foundation may be a single pile sunk into the sea bed, an anchored tripod, or a caisson filled with aggregate; the foundations may be surrounded by riprap to protect it from wave action.

(32(3397(P))03 Taunton) 37/03

PUB 153 9 Ed 2000 LAST NM 35/03

Page 16—Line 40/R; insert after:

A rock, which uncovers at low water, exists S of Punta Delgada, in the vicinity of position 24˚40'N, 112˚07'W.

(BA NP 8) 37/03

Page 40—Line 3/L; insert after:

It was reported (1999) that the maximum draft allowed was 10.9m.

(BA NP 8) 37/03

Page 42—Line 18/R; insert after:

A light has been established in the vicinity of position 21˚46'N, 105˚31'W, at the end of the S arm of the lagoon.

(BA NP 8) 37/03

Page 83—Line 11/L; insert after:

The climate is tropical, hot, and humid, with a rainy season from May to January and a dry season from January to May.

(BA NP 8) 37/03

PUB 172 9 Ed 2001 LAST NM 35/03

Page 3—Line 36/L; read:

hours. It has been reported (2003) that the Suez Canal has been dredged to a depth of 18.9m, with further plans to dredge the canal to a depth of 20.1m by 2006.

(PUBS 017/03) 37/03

Page 118—Line 48/R; read:

Jazirat Denafa (Round Island) (12˚45'N., 45˚00'E.),

(US CH 62098) 37/03

Page 119—Lines 9 to 10/L; read:

end of Aden Peninsula, about 0.3 mile N of Elephant's Back Light.

A wreck, with a depth of 15.3m, lies in the approach to Aden Harbor in the vicinity of the pilot boarding position,

(US CH 62098) 37/03

Page 119—Line 21/L to Page 120—Line 41/R; read:

Aden Harbor (12˚47'N., 44˚57'E.)

World Port Index No. 48190

8.8 Aden Harbor (Bandar at Tawahi) is a fine natural harbor and a port of entry located between Adan as Sughra (Little Aden Peninsula) on the W and the Aden Peninsula on the E.

The port, consisting of an Outer Harbor and an Inner Harbor, is essentially a transshipment port and an important fueling station. It affords shelter from all directions except from the S.

Winds—Weather

Sandstorms occur from May to August. They come at sunset from a N or NNW direction and at times blow hard until about 2200. The air is then so thick with sand that it is impossible to see more than a short distance.

Except for a dense cloud of sand banking up from the N and NW 1 or 2 hours before sunset, little forewarning is given.

About 2 hours after the beginning of the storm, there is a calm, and after a short interval, the wind blows hard from the S for another 2 hours; the sand then clears and the wind lessens.

During August, dense mists occur at times; the high land is only visible then for a short distance.

During the Southwest Monsoon, hot sandy winds prevail, but on the W side of the peninsula, cool breezes are from seaward.

During the Northeast Monsoon, the climate of Aden is cool and pleasant, especially from November to January. During the Southwest Monsoon, it is very hot, damp, and oppressive. The settlement is exceptionally free from infectious diseases and epidemics.

PUB 172 (Continued)

Tides—Currents

Within the Gulf of Aden, the tides are generally diurnal and rise to a maximum height during springs of about 2.2m at Aden. The tidal range is about 1.3m. However, at times, the tides may be subject to a large diurnal inequality, which may increase or diminish the rise.

About the time of the moon's quarter, there is frequently only one HW and one LW in the 24 hours.

The tidal current on the flood tide, during both monsoons, sets strongly NE past Ras Marbut until it is checked by the drying bank on the NE side of the harbor. It is then deflected E and NE into the upper reaches of the harbor. At about half flood, a distinct E set is experienced between Aliya Island and the mainland NW.

On the ebb tide, the current curves W by Jerama Beacon (12˚48'N., 45˚00'E.) and then flows along the S side of the harbor. It has a more S set when past Ras Marbut.

The estimated average maximum velocity at springs is 1.5 knots, but it depends on the strength and direction of the monsoon.

Depths—Limitations

The port limit, which may best be seen on the chart, is represented by a line extending SSE from Ras Abu Qiyamah (12˚44'N., 44˚54'E.), then extending E along the latitude of 12˚42'N, and finally extending NNE to Jazirat Denafa (Round Island) (12˚45'N., 45˚00'E.).

The facilities of Aden Harbor are initially approached through an entrance channel, 200m wide and dredged (1998) to a depth of 15m, beginning about 2 miles E of Jazirat Salil Light.

Outer Harbor.—The Outer Harbor includes all waters lying between the port limit and a line extending 308˚40' from the head of the breakwater at Ras Marbut.

The port facilities initially are approached through the above-described entrance channel. A channel, dredged to a depth of 14.7m (1987), branches NW from the entrance channel and leads to the Oil Harbor.

The Outer Harbor has four oil berths situated on its SE side. A dry cargo berth and an LPG berth are located W of the oil berths. Information on these facilities is given in the accompanying table.

Inner Harbor.—The Inner Harbor includes all waters NE of a line extending 308˚40' from the head of the breakwater at Ras Marbut.

The port facilities in the Inner Harbor are initially approached through the above-described entrance channel. The channel continues NE past the Oil Harbor channel until reaching the Inner Harbor facilities.

Maalla Terminal, Home Trade Quay, and Aden Container Terminal are the main facilities located in the Inner Harbor. Information on these facilities is given in the accompanying table.

In the Inner Harbor E of the Home Trade Quay are 800m of lighter and dhow moorings, with depths of 1.8 to 2.7m alongside.

There are also several mooring buoy berths, for bunkering or working cargo, within the Inner Harbor. A few of these can accommodate vessels up to 50,000 dwt, with a maximum length of 275m in length and a maximum draft of 11.3m, depending on the height of the tide.

Aspect

Adan as Sughra and the Aden Peninsula are very prominent; there is little difficulty in identifying the approach to the port.

Ras Marbut (Steamer Point) (12˚47.2'N., 45˚58.4'E.), from which a breakwater extends, is located 1.6 miles NW of Elephant's Back Light. A stranded wreck, 7m high, lies close NE of the breakwater head.

A conspicuous signal station tower, 46m high, stands close E of Ras Marbut. A prominent clock tower is situated on a hill, 43m high, about 0.5 mile ENE of the signal station tower.

The entrance channels are marked by lighted buoys and beacons, and are indicated by lighted ranges.

Pilotage

Pilotage is compulsory for vessels over 200 grt and is available 24 hours. Pilots can be contacted by VHF and board all vessels 0.4 mile S of the seaward entrance to the dredged channel, about 2 miles ESE of Jazirat Salil Light.

All vessels should send an ETA at least 24 hours in advance.

In normal circumstances, pilotage presents no special difficulties, but during the Southwest Monsoon, sand storms may occur suddenly and violently.

Signals

Signals controlling traffic in the dredged channel leading through Outer Harbor are shown from the top mast of the signal station at Ras Marbut. Signals controlling traffic entering or leaving the Inner Harbor are shown at the yardarm or triatic stay. The signals are given in the accompanying table.

Aden Harbor—Traffic Signals

Day	Night	Meaning
Outer Harbor		
Two black balls	Two red lights, vertically disposed	The channel is clear to enter.
Cone, point up	One green light	The channel is clear to leave.
Inner Harbor		
3rd Substitute	One white light over one red light	A vessel is entering.
2nd Substitute	One red light over one white light	A vessel is leaving.

PUB 172 (Continued)

Regulations

All vessels underway in the Inner Harbor or entrance channel are not to pass each other.

If more than one vessel is entering or leaving the Inner Harbor or Oil Harbor, or navigating in the dredged channels leading into those harbors, every following vessel shall keep at least 0.4 mile astern of the ship ahead.

No vessel shall, except with the permission of the port officer, be navigated in the Inner Harbor, Oil Harbor, or the dredged channels leading to those harbors without a depth of 0.6m or more below the keel, or, in the case of a vessel with a draft over 11.3m, without a depth of 1.2m or more below the keel.

Vessels with a draft of 3.7m or more must not remain at single anchor in the Inner Harbor without permission.

Tankers carrying petroleum products with a flashpoint below 73˚F and those not gas free are not allowed to enter or leave the Inner Harbor during the hours of darkness. It is reported that other restrictions may apply and vessels should contact the port authorities prior to arrival.

Generally, tankers with drafts over 9.1m are not allowed to enter the harbor at night.

Anchorage

The Outer Harbor provides anchorage for a number of vessels, in depths 6 to 20 m, clear of the dredged entrance channels and the prohibited area.

Vessels are cautioned that disused submarine cables may exist SE of a line extending NE from Jazirat Salil Light to **Ras Tarshayn** (12˚46.6'N., 44˚58.3'E.) and passing through position 12˚45'N, 44˚57'E.

An anchorage designated for deep-draft vessels, which may best be seen on the chart, has been established, in depths of 13 to 15m, about 0.8 mile ENE of Jazirat Salil Light.

Directions

When approaching from W, vessels should pass 1 mile S of Adan as Sughra and then steer for the entrance of the dredged channel. At night, vessels should steer with Elephant's Back Light bearing not greater than 061˚(white sector) for the entrance.

When approaching from E, vessels should pass 1 mile S of Aden Peninsula and then steer for the entrance of the dredged channel. At night, vessels should pass 1.5 miles S of Ras Marshaq Light and then head W for the entrance channel.

A forked channel lies 1 mile inside the outer entrance. The channel continues WNW towards Little Aden Oil Terminal or NNE towards the Inner Harbor and the Aden Peninsula. Range lights, in line bearing 300˚, lead towards Aden Oil Terminal.

Caution

A prohibited anchorage area, with a radius of 0.5 mile, lies in the vicinity of the seaward entrance to the dredged channel, about 2 miles E of Jazirat Salil Light.

A wreck, with a depth of 4.5m, lies about 1 mile W of Ras Marbut (Steamer Point) and is marked by a lighted buoy.

Another wreck, with a least depth of 8m, lies about 0.8 mile SSW of Ras Tarshayn.

Aden—Outer Harbor Berthing Facilities (2003)

Berth	Length	Depth	Remarks
Oil Berth No. 1	—	13.5m	Loading refined products. Vessels up to 85,000 dwt, with a maximum length of 260m, can be accommodated alongside.
Oil Berth No. 2	—	11.5m	Loading refined products. Vessels up to 65,000 dwt, with a maximum length of 180m, can be accommodated alongside.
Oil Berth No. 3	—	11.5m	Loading refined products. Vessels up to 65,000 dwt, with a maximum length of 235m, can be accommodated alongside.
Oil Berth No. 4	—	15.85m	Discharging crude oil and loading refined products. Vessels up to 110,000 dwt, with a maximum length of 286m, can be accommodated alongside.
Dry Cargo Berth	220m	11.0m	Located W of Oil Berth No. 4. Vessels up to 15,000 dwt, with a maximum length of 150m, can be accommodated alongside.
LPG Berth	120m	11.0m	Located close W of Dry Cargo Berth. Vessels up to 25,000 dwt, with a maximum length of 150m, can be accommodated alongside.
Ro-ro berth	120m	6.1m	Located in the NW corner of the basin.

PUB 172 (Continued)

Aden—Inner Harbor Berthing Facilities (2003)			
Berth	**Length**	**Depth**	**Remarks**
Maalla Terminal			
Berth No. 1	187.5m	11.0m	Container berths. Vessels up to 40,000 dwt, with a maximum length of 190m and a maximum draft of 10.7m, can be accommodated alongside.
Berth No. 2	187.5m	11.0m	
Berth No. 3	187.5m	11.0m	General cargo and bulk cargo berths. Vessels up to 40,000 dwt, with a maximum length of 190m and a maximum draft of 10.7m, can be accommodated alongside.
Berth No. 4	187.5m	11.0m	
Ro-ro berth	150m	7.6m	Located at the W end of Maalla Terminal.
Home Trade Quay			
Berth No. 5	125m	6.7m	Located E of Maalla Terminal.
Berth No. 6	125m	6.7m	
Aden Container Terminal			
Berth No. 1	350m	16.0m	Located on the N side of the Inner Harbor.
Berth No. 2	350m	16.0m	

(US CH 62098; Lloyd's Ports; Fairplay; Guide to Port Entry; BA NP 64) 37/03

Page 246—Lines 22 to 27/R; read:
berths. Caution is necessary as lesser depths than charted have been reported (2002) in the basin and its approaches.

Berthing information for each berth is given in the accompanying table.

(32(3384)03 Taunton) 37/03

Page 251—Line 7/R to Page 252—Line 17/L; read:

East of the E extremity of Jazirat Warbah (30˚00'N., 48˚09'E.), Khawr Abd Allah divides into two channels. The N channel, which has been dredged to accommodate ocean-going vessels, consists of two parts; Khawr Shatanah is the E part and Khawr Saka is the W part. Khawr Bubiyan, the S channel, is not recommended.

The channel about 4 miles above the W end of Khawr Saka is known as Khawr Umm Qasr; above that, it is known as Khawr az Zubayr.

Tides—Currents.—In Khawr Abd Allah, springs rise about 4.2m and neaps about 3.7m; mean LW springs have a rise of 0.6m. At Umm Qasr, springs rise 4.6m; neaps rise about 4.2m. It has been reported (2003) that tidal levels may be up to 1m less than predicted.

The tidal currents in the entrance of Khawr Abd Allah attain a velocity of l.5 knots in the spring on a rising tide and 2.5 knots on a falling tide. It has been reported (2003) that tidal currents in the narrower sections of the waterway at the N end of Khawr Abd Allah, in Khawr Shatanah, and off Umm Qasr can reach a rate of 6 knots.

Depths—Limitations.—Lesser depths than charted have been reported (2003) at numerous locations in the channel. Mariners are urged to consult local authorities to obtain the latest information concerning controlling depths and maximum authorized drafts. It has been reported (2003) that the least depth in Khawr Abd Allah is 9.1m. Vessels should consult the chart for up-to-date information on the depths in Khawr Abd Allah, Khawr Shatanah, Khawr Saka, and Khawr Umm Qasr.

The channel through Khawr Shatanah and Khawr Saka has been dredged (1990) to 13.2m.

Several shoals are reported to lie in the approach to the Khawr Abd Allah and Umm Qasr.

Athan Shoal (29˚44'N., 48˚35'E.) has a least depth of about 2.7m.

Fasht Al Ayk (29˚45'N., 48˚30'E.) is a detached bank of hard sand, which dries 0.9m.

Atlassi Shoal (29˚54'N., 48˚21'E.) has a least depth of 4.2m.

There are numerous other shoals of 1.8m and greater lying in Khawr Abd Allah.

Aspect.—The entrance of Khawr Abd Allah lies between **Ras al Qayd** (29˚46'N., 48˚22'E.) and Maraqqat Abd Allah, the extensive, partly drying flats lying NE. Both shores of the inlet are low, alluvial land covered with reeds and grass, and fronted by shallow mud flats.

Several beacons stand on the HW line on both sides of Khawr Abd Allah.

The channel through Khawr Shatanah and Khawr Saka is reported to be marked by lighted buoys.

Anchorage.—A holding anchorage for vessels bound for Umm Qasr lies about 3 miles ESE of ther E extremity of Jazirat Warbah. The charted stranded wrecks should be given a wide berth.

Caution.—It has been reported (2003) that most of the channel buoyage is either unlit, out of position, or missing. Night passage is not possible and should not be attempted.

It has been reported (2003) that large deep-draft vessels in navigating in Khawr Saka may encounter shallow water effects leading to a loss of control.

In addition to the charted dangers, many uncharted wrecks and obstructions have been reported (2003) in Khawr Abd Allah, Khawr Shatanah, and Khawr az Zubayr.

PUB 172 (Continued)

It has been reported (2003) that, due to the danger of mines, vessels transiting Khawr Abd Allah should remain in the navigable channel and avoid anchoring, fishing, and submarine and seabed operations.

(BA NM 32/03, Section IV; US CH 62437; US NM 22/03, Section II) 37/03

Page 252—Lines 1 to 20/R; read:

Pilotage.—Pilotage is compulsory. Vessels bound for Umm Qasr or Khawr al Zubair will board the pilot W of Mina Bakr Terminal (29˚41'N., 48˚49'E.).

Harbor pilots will board in the vicinity of Buoy No. 33, about 0.4 mile ESE of the S extremity of Jazirat Hijam (29˚01'N., 47˚58'E.).

Regulations.—Vessels should send their ETA to Umm Qasr Port Control 48 hours, 24 hours, and 12 hours in advance, along with their berthing requirements. Vessels should also report, on both inbound and outbound transits, when passing Lighted Buoy No. 6 and Lighted Buoy No. 34.

Umm Qasr Port Control can be contacted on VHF channels 8, 12, and 16. The pilot can be contacted on VHF channel 12.

Anchorage.—Anchorage may be obtained in Khawr Umm Qasr, about 2 miles below the port.

Caution.—Caution is advised, as details on aids to navigation marking the channel are presently lacking. The local authorities and pilots should be contacted for the most current information.

A large wreck is reported (2003) to hinder access to Berth 9. Numerous wrecks are reported (2003) to hinder access to the berths in the new port. Unexploded ordnance is likely to exist in the wrecks and on the seabed surrounding the wrecks.

(BA NM 32/03, Section IV; US CH 62437; US NM 22/03, Section II) 37/03

Page 263—Line 16/R; insert after:

Caution.—The terminal has been reported (2003) to lie about 120m SE of its charted position.

(32(3377)03 Taunton) 37/03

PUB 173 7 Ed 2002 LAST NM 34/03

Page 35—Lines 45 to 46/R; read:

has five berths equipped for container traffic, 16 multi-purpose berths, four general cargo/tanker berths, and one berth for heavy lifts.

(BA NP 38) 37/03

PUB 175 7 Ed 2001 LAST NM 32/03

Page 54—Lines 1 to 21/R; read:

Cartier Islet (12˚32'S., 123˚33'E.), 1m high, lies 29 miles SE of Ashmore Reef and is formed of sand and loose coral; the surrounding reef dries in places and is steep-to.

The islet is now the site of the Cartier Island Marine Reserve. Access to the reserve is prohibited. Legal action will not be taken against masters or crewmembers of vessels forced to shelter in the reserve for safety reasons. No collecting or fishing is permitted in the reserve.

Caution.—Cartier Islet is a former Military Excercise Area and may contain unexploded ordnance.

Pasco Passage (12˚28'S., 123˚32'E.), with depths of over 183m, lies N of Cartier Islet, at the S end of the charted 183m shelf extending S from Woodbine Bank.

In moderate weather the sea does not break on Cartier Islet Reef from 2 hours before to 2 hours after high water. As the current attains a rate of 1 knot, and its direction is uncertain, it presents a considerable danger to vessels, especially as soundings give no warning. A tide rip exists within the passage at position 12˚25'S, 123˚45'E.

The bottom between a distance of 10 and 20 miles NE of Cartier Islet is uneven and rocky, with the soundings varying from 20 to 90m, but no dangers have been reported.

Anchorage, good in SE winds, can be obtained about 0.25 mile off the W extremity of Cartier Islet Reef, in a depth of 38m. Landing is possible from 2 hours before until 2 hours after high water if the wind is light.

(14(456)03 Wollongong) 37/03

PUB 194 9 Ed 2002 LAST NM 35/03

Page 166—Lines 34 to 35/L; read:

2. At the Soderarm Entrance—NW or SE of Tjarven Light (59˚48'N., 19˚22'E.).

3. At the Arhoma Entrance—NNW of Simpnasklubb

(BA NP 286) 37/03

Page 193—Lines 40 to 43/L; read:

steer for the seaward end of the TSS, which is situated about 6.5 miles NE of Hel Light (54˚36'N., 18˚49'E.). Vessels should proceed SSW for 5 miles, in the inward bound traffic lane, to the HEL Lighted Buoy (54˚35'N., 18˚54'E.), which is moored about 2.7 miles ESE of Hel Light. They should then continue SW for 5 miles to the vicinity of the GN Lighted Buoy (54˚32'N., 18˚48'E.). The inbound traffic lane passes W of HEL Lighted Buoy.

(16(311)03 Gdynia) 37/03

Page 193—Lines 52 to 54/L; read:

Vessels bound for Port Polnocny should steer for the seaward end of the TSS, which is situated about 10 miles ENE of Hel Light (54˚36'N., 18˚49'E.). They should proceed SSE for about 4 miles, in the inbound traffic lane, to the ZN Lighted Buoy (54˚37'N., 19˚06'E.), which is moored about 10 miles E of Hel Light. Vessels should then continue SSW for 12 miles to the vicinity of the ZS Lighted Buoy (54˚27'N., 18˚58'E.) and WSW for about 2 miles to the PP Lighted Buoy (54˚26'N., 18˚54'E.). The inbound traffic lane passes W of the ZN Lighted Buoy and the ZS Lighted Buoy.

Unless proceeding to the anchorage, vessels should steer WSW for about 2.7 miles from the vicinity of the PP Lighted Buoy to the P1 Lighted Buoy, which marks the seaward approach to the dredged entrance channel.

Two-way traffic lanes join the route described above between the Hel Lighted Buoy and the ZN Lighted Buoy, between the GN Lighted Buoy and the ZS Lighted Buoy, and

(16(312)03 Gdynia) 37/03

PUB 194 (Continued)

Page 193—Lines 1 to 12/R; strike out.
(NIMA) 37/03

Page 197—Line 36/L; read:
miles WSW of the W end of the TSS. It is 250m wide and has a dredged depth
(BA NP 19) 37/03

COAST PILOT CORRECTIONS

COAST PILOT 5 30 Ed 2003 Change No. 47
LAST NM 36/03

Page 239—Paragraph 239, line 1; read:
A draft of 22 feet can be taken to the Port of St. Petersburg ...
(CL 1370/03) 37/03

Page 239—Paragraph 244, line 5; read:
reported 24-feet alongside and a deck height of 8 feet. Fresh water, ...
(CL 1370/03) 37/03

Page 239—Paragraph 244, lines 8 to 9; read:
general cargo, mega-yachts and mooring of cruise vessels. Cargo is handled by rented mobile cranes or ships' gear. The port monitors VHF-FM channel 16 and works on VHF-FM channel 74; telephone, 727-893-7053; fax, 727-893-7428. **St. Petersburg Coast Guard Station** ...
(CL 1370/03) 37/03

Page 267—Paragraph 54, lines 3 to 5; read:
entrance is marked by lights and daybeacons. In February 2003, the controlling depth was 7.2 feet from the entrance in Mobile Bay to the head of the project, about 1 mile above the mouth with 5.8 feet on the right edge in the last 400 feet of the project.
(CL 1269/03; BPs 180767-68) 37/03

Page 268—Paragraph 67, lines 3 to 5; read:
Channel to a turning basin in the W part of Garrows Bend. In April 2003, the controlling depth was 15.7 feet (18.9 feet at midchannel) with 14.5 to 18.5 feet in the turning ...
(CL 1268/03; BPs 180769-70) 37/03

Page 429—Paragraph 570, line 8; read:
2001, a controlling depth of 33 feet was reported ...
(BP 180044) 37/03

Page 429—Paragraph 570, lines 13 to 14; read:
Terminal wharf off Punta Pepillo. In 2001, the channel had a reported controlling depth of 33 feet.
(BP 180044) 37/03

COAST PILOT 5 30 Ed 2003 Change No. 48

Page 239—Paragraph 238, lines 4 to 10; read:
and **Bayboro Harbor**. In June 2003, the controlling depth was 19.1 feet (20.9 feet at midchannel) in the two dredged channels leading N to the entrance, thence 20.7 feet (21.2 feet at midchannel) in the entrance channel to the turning basin at the Port of St. Petersburg with 24 feet in the basin except for lesser depths along the E edge, thence 15 feet to the basin at Bayboro Harbor with 10 to 12 feet available in the basin except for lesser depths along the S and W edges.
(DDs 4350-54; DDs 4357-63; DD 4366) 37/03

Page 273—Paragraph 163, lines 6 to 8; read:
channel to the mouth of the bayou, thence in February-March 2003, 15.1 feet (17.5 feet at midchannel) to the turning basin, thence 18.0 feet in the turning basin, thence 11.1 feet (14.0 feet at ...
(CL 1267/03) 37/03

Page 321—Paragraph 124, lines 4 to 7; read:
several lighted and unlighted buoys. In February 2003, the controlling depth through the pass was 12 feet.
(DDs 3884-86; NOS 11357) 37/03

Page 321—Paragraph 125, line 6; read:
Corps of Engineers. In 2002-February 2003, the controlling depth ...
(DDs 3880-84) 37/03

Page 325—Paragraph 202, lines 3 to 4; read:
side of the river about 4 miles above the mouth. In May 2003, the controlling depth was 10 feet (11 feet at midchannel).
(DDs 4296-97) 37/03

Page 325—Paragraph 203, lines 2 to 3; read:
and become part of the Intracoastal Waterway. In May 2003, the controlling depth was 10 feet from the cutoff ...
(DDs 4293-95) 37/03

Page 396—Paragraph 267, lines 7 to 8; read:
miles SW of Gibson; thence in May 2003, the controlling depth was 15 feet from the turning basin to the W junction of the ...
(DDs 4291-92) 37/03

Page 404—Paragraph 413, lines 5 to 6; read:
January-June 2003, the channel had a controlling depth of 1.3 feet (2.0 feet at midchannel). The Gulf entrance to the flood discharge ...
(CL 1302/03; CO 030/00) 37/03

Page 404—Paragraph 414, lines 3 to 4; read:
Terminal. In 2000-May 2003, the controlling ...
(CL 1302/03; CO 030/00) 37/03

Page 420—Paragraph 370, line 1; read:
Caballo Blanco, a low grassy islet marked by a light, is 1.7 miles NW of ...
(31/03 CG7; LL/03) 37/03

COAST PILOT 5 30 Ed 2003 Change No. 49

Page 111—Paragraphs 2325 to 2326; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03) 37/03

Page 111—Paragraph 2338, line 3; read:

and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 37/03

Page 241—Paragraph 278, lines 5 to 9; read:

of Clearwater Memorial Causeway. In July 2003, the controlling depths were 8.0 feet to the fixed highway bridge, thence 3.4 feet (7.2 feet at midchannel) to the Intracoastal Waterway, and 6.5 feet (6.9 feet at midchannel) in the side channel to the turning basin with 6.4 to 7.1 feet in the basin. The channels are ...

(CL 1400/03) 37/03

Page 364—Paragraph 460, lines 5 to 6; read:

the Intracoastal Waterway. In July 2003, the controlling depth was 9.0 feet (10.3 feet at midchannel) to the Monsanto basin. It ...

(CL 1391/03; CO 030/00) 37/03

Page 404—Paragraph 410, lines 2 to 3; read:

leads S about 0.5 mile and joins the Colorado River. In July 2003, the controlling depth in the channel was 6.4 feet (9.0 feet at midchannel).

(CL 1391/03; CO 030/00) 37/03

Page 404—Paragraph 413, lines 5 to 6; read:

July 2003, the channel had a controlling depth of 1.2 feet (7.4 feet at midchannel). The Gulf entrance to the flood discharge ...

(CL 1391/03; CO 030/00) 37/03

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